

The Hongkong Telegraph.

ESTABLISHED 1861.

NEW SERIES No. 67

日九十二月五年一十二精光

FRIDAY, JUNE 21, 1895.

五拜禮 號一十二月六英港香

THIRTY DOLLARS PER ANNUM.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,185,000
PAID-UP £568,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....5 per cent.
" 6 ".....4 " "
" 3 ".....3 " "
JOHN THURBURN,
Manager, Hongkong.
Hongkong, 18th June, 1895. (18)

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL £10,000,000
RESERVE FUND £1,000,000
RESERVES LIABILITIES OF PROPRIETORS £10,000,000

COURT OF DIRECTORS:
J. KRAMER, Esq.—Chairman.
Hon. A. MACDONALD, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving, Esq.
G. B. Dodwell, Esq.
M. D. Ezekiel, Esq.
R. M. Gray, Esq.
D. R. Sassoon, Esq.
N. A. Siebs, Esq.

CHIEF MANAGER:
HONGKONG—T. JACKSON, Esq.
SHANGHAI—N. M. HEVIL, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED ON Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.
T. JACKSON,
Chief Manager.
Hongkong, 12th June, 1895. (18)

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 5 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 15th April, 1895. (18)

THE NATIONAL BANK OF CHINA, LIMITED.
Authorized Capital £1,000,000
Subscribed Capital £500,000

HEAD OFFICE:—HONGKONG.
Court of Directors:—
D. Gillies, Esq.
H. Stoller, Esq.
Chan Kit Shan, Esq.
Chow Tung Shan, Esq.
Kwan Hoi Chuen, Esq.
CHIEF MANAGER:
GEO. W. F. PLAYFAIR.

Interest for 12 months: Fixed, 5 per cent.
Hongkong, 22nd October, 1895. (17)

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £200,000
RESERVE FUND £300,000
RESERVE FUND £325,000

INTEREST ALLOWED ON CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the Daily Balance.
On Fixed Deposits for 12 months.....5 per cent.
" 6 ".....4 " "
" 3 ".....3 " "
T. E. SANSON,
pro. Manager, Hongkong.
Hongkong, 6th June, 1895. (19)

Intimations.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the SIXTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above COMPANY will be held at the COMPANY'S OFFICES, No. 29, Queen's Road, TO-MORROW, the 22nd June, at NOON, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1895, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 20th June, both days inclusive.
By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.
Hongkong, 21st June, 1895. (19)

NOTICE.

A SPECIAL SESSIONS of HER MAJESTY'S JUSTICES of the PEACE will be held at the JUSTICES' ROOM, at the MAGISTRACY, at Eleven o'clock in the Forenoon of TUESDAY, the 26th day of June, A.D. 1895, for the purpose of considering an application for the Transfer of the Licence of THE STAR HOTEL, situate at HONG KONG, Nos. 145 and 155, Queen's Road Central, from the original holder ALFRED BONAPARTE CONSTANCE DEMER to his nominee HALE CRAWFORD SHERMAN.
H. E. WOODHOUSE,
Police Magistrate.
Hongkong, 12th June, 1895. (19)

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.
28, QUEEN'S ROAD CENTRAL.



ASBESTOS PACKINGS of every description. ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c. ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES. CANVAS CORE PACKING (Rack Type). SPECIAL ENGINE and CYLINDER OILS. ASBESTOLINE, the most economical lubricant. ALL GOODS BEARING TRADE MARK GUARANTEED.
Hongkong, 25th February, 1895. (18)

A LIST OF BOOKS OFFERED AT REDUCED RATES BY
KELLY & WALSH, LD.

Usual Selling Price.	Usual Selling Price.
EVENINGS WITH A REVIEWER, 2 vols.\$3.00	SPONS' ENGINEERS' AND CONTRACTORS' ILLUSTRATED BOOK OF PRICES\$5.00
The Head Hunters of Borneo.....10.00	Modern Steam Engines and Boilers, by Colyer.....8.00
Central Asian Questions—Bouvier.....10.00	Life of Gustave Doré.....4.00
Short Stories of Hunting Camps, by E. N. Barton.....9.00	Life and Letters of S. Wells Williams.....4.50
Modern Marine Engineering—N. P. Burgh.....16.00	Lecky's Wrinkles, 1893 edition.....8.00
Modern Screw Propulsion—N. P. Burgh.....16.00	Spon's Household Manual.....4.00
Modern Steam Practice and Engineering, by Winton.....20.00	Brassie's Naval Annual, '93.....4.50
Men and Women of the Time, 13th edition.....7.50	Cassell's Domestic Dictionary.....4.00
McCalloch's Commercial Dictionary—30.00	Steam Navy of England.....4.00
	Atlanta Volumes.....4.00
	Chama Volumes.....4.00

Hongkong, 14th June, 1895. (16)

FOR SALE.

G. H. MUMM & CO'S CHAMPAGNE.

In cases of 2 doz. pints.....\$35 per case.
do " " quarts.....\$33 " "

SHEWAN & Co., Agents.
Hongkong, 13th May, 1895. (16)

THE CLUB HOTEL, 5, BUND, YOKOHAMA.
HOTEL METROPOLE, 1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English staff in attendance.
The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.
VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.
Certified Guides are in attendance at both Hotels.
THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.
C. T. BENNEY, Manager, YOKOHAMA.
L. DEWETTE, Manager, TOKYO.
(16)

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C. T. BENNEY, Manager, YOKOHAMA.
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(16)

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY

has a long record of GOOD SERVICES to refer to. Its FUNDS, annually increasing, amount to £3,085,402. The premiums are moderate; and all modern features consistent with safety have been adopted.
For Particulars and Rates, Apply to
DODWELL, CARLILL & Co., Agents.
Hongkong, 2nd May, 1895. (17)

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Underwritten AGENTS of the above Company are prepared to accept of First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
STERNSEN & Co., Agents.
Hongkong, 28th May, 1895. (17)

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).
CAPITAL, TAELS 600,000.....\$395,333.33
RESERVE FUND.....\$318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YUEN MOON, Esq.
LOU TAO, Esq. | LO YUEN MOON, Esq.

MANAGER—HO AMEI.
MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the World.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 10th September, 1895. (17)

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.
CAPITAL SUBSCRIBED.....\$1,000,000
The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted to all parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT, Secretary.
HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.
Hongkong, 20th May, 1895. (17)

Intimations.

HONGKONG RIFLE ASSOCIATION.

TO-MORROW (SATURDAY), 22ND JUNE, 1895, AT 2.45 P.M.
COMPETITION. SHORT-RANGE CUP and SPOONS. Range, 500 and 600 yards. Seven Shots. Entrance fee, 30 cents.

NOTICE.
The Range has been given on FRIDAY, the 21st inst., and on MONDAY, the 25th inst., for the purpose of MATCH SHOOTING.
G. K. MOORE,
Honorary Secretary.
Hongkong, 20th June, 1895. (15)

TO BE HAD AT THE PHARMACY.

PRICKLY HEAT LOTION.
HAIR WASH.
PARINA'S COLOGNE.
FRUIT SYRUPS.

TANSAN, THE NEW JAPANESE TABLE WATER.
FLETCHER & Co.,
23, Queen's Road Central.
Hongkong, 11th June, 1895. (15)

Shipping.

STEAMERS.

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUZ CANAL.
THE Steamship

"GLENFARG."
Captain Selby, will be despatched as above on or about the 25th instant.
This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewards.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 18th June, 1895. (15)

"SHIRE" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
THE Steamship

"GLAMORGANSHIRE."
Captain Wyman, will be despatched as above on or about 6th July.
For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.
Hongkong, 18th June, 1895. (16)

SPANISH MAIL STEAMSHIP LINE.
MANAGING PROPRIETORS
FINILLOS, SAENZ & Co., CADIZ.
Tatler Cargo and Passengers without transshipment to MANILA, BARCELONA, CADIZ and LIVERPOOL.
THE Steamship

"BARCELONA."
will sail from above towards end of July and will be followed at intervals of one month by the "Cádiz" and "S. María."
For further information, apply to the Agents of the Company, No. 23, Stanley Street.
VILLA, LOPEZ & Co., Agents.
Hongkong, 12th May, 1895. (14)

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAILONG."
Captain Hall, will be despatched for the above Port TO-MORROW, the 22nd instant, at Noon.
For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co., General Managers.
Hongkong, 21st June, 1895. (18)

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship

"ZAFIRO."
Captain Gerani, will be despatched for the above Port TO-MORROW, the 22nd instant, at 5 P.M.
This Steamer has Superior Accommodation for Passengers.
For Freight or Passage, apply to
SHEWAN & Co., General Managers.
Hongkong, 20th June, 1895. (18)

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR NAGASAKI.
THE Steamship

"KEONG WAI."
will be despatched TO-MORROW, the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th June, 1895. (17)

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."
Captain I. G. O'Brien, will be despatched for the above Ports on TUESDAY, the 25th instant, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSON, SONS & Co., Agents.
Hongkong, 19th June, 1895. (18)

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUZ CANAL.
THE Company's Steamship

"POLYPHEMUS."
Captain Gardner, will be despatched as above on TUESDAY, the 25th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 18th June, 1895. (17)

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Steamship

"ARGVILL."
Captain Ward, will be despatched as above on or about TUESDAY, the 25th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.
Hongkong, 18th June, 1895. (18)

"SHIRE" LINE OF STEAMERS.

FOR HAMBURG AND LONDON.
THE Company's Steamship

"TURBO."
Captain E. Moses, will be despatched as above on or about the 25th instant.
For Freight, apply to
ARNHOLD, KARBURG & Co., Agents.
Hongkong, 10th June, 1895. (17)

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Steamship

"RADNORSHIRE."
Captain F. Davies, will be despatched as above on or about WEDNESDAY, the 26th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.
Hongkong, 18th June, 1895. (18)

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Steamship

"CHANGSHA."
J. E. Williams, Commander, will be despatched as above on SATURDAY, the 6th July, at 5 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. Saloon is situated forward of the Engine Room. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th June, 1895. (18)

Shipping.

STEAMERS.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SINGAPORE.
THE Company's Steamship

"CHINGWU."
James Gray, Commander, will be despatched as above on or about the 21st instant.
For Freight or Passage, apply to
HOLLIDAY, WISE & Co., Agents.
Hongkong, 6th June, 1895. (17)

FOR YOKOHAMA AND KOBE.

"HELENE RICKMERS."
will be despatched TO-MORROW, the 22nd instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th June, 1895. (17)

FOR CHEFOO AND TIENTSIN.

"TEJEN."
Captain T. Lehmann, will be despatched for the above Ports on TUESDAY, the 25th instant, at 5 P.M.
For Freight or Passage, apply to
CARLOWITZ & Co., Agents.
Hongkong, 18th June, 1895. (17)

FOR ILIOLO.

"CONTINENTAL."
Captain Schall, will be despatched on WEDNESDAY, the 26th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 20th June, 1895. (17)

SAILING VESSELS.

FOR NEW YORK.
THE 100 A.I. British Ship

"BELMONT."
Ladd, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co., Agents.
Hongkong, 17th June, 1895. (17)

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.
THE 100 A.I. British Ship

"ALCEDO."
Captain R. Counts, will load here for the above Port, and be despatched on or about the 25th July, &c.
For Freight, apply to
MELCHERS & Co., Agents.
Hongkong, 7th June, 1895. (17)

FOR BALTIMORE.

"CENTENNIAL."
Colcord, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
MELCHERS & Co., Agents.
Hongkong, 4th June, 1895. (17)

FOR NEW YORK.

"SANTA CLARA."
Fuller, Master, shortly expected from Shanghai, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co., Agents.
Hongkong, 11th May, 1895. (16)

FOR SAN FRANCISCO.

"LYNDHURST."
Martin, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co., Agents.
Hongkong, 29th May, 1895. (17)

FOR NEW YORK.

"ADOLPH."
Paulsen, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co., Agents.
Hongkong, 18th May, 1895. (16)

FOR SAN FRANCISCO.

"GLENESLIN."
Pritchard, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co., Agents.
Hongkong, 14th May, 1895. (16)

Consignees.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

"CATHERINE APCAR"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the first instant, will be landed at Consignees' risk and expense into the Godowns of the Wharf and Storage Company, Limited, Wharf.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSON, SONS & Co., Agents.
Hongkong, 19th June, 1895. (16)

ment of fulfillment will remedy the state of affairs. At present the European merchant generally prefers compromise to legal proceedings."

If the latter is one of the "objects" then it will not greatly bar the progress of Japan for a few more years. Japan's progress is not only not now-a-days practically non-existent, and our Indian contemporaries will do well to note the fact.

NEWS BY THE AMERICAN MAIL.

BERLIN, May 24th.
A report is circulating that Prince von Hohenlohe wishes to resign the Chancellorship. Count Waldersee is mentioned as his successor and Baron von Radowitz is also spoken of.

COLON, May 24th.
It is reported here that the new French company which has been pushing the work along the route of the Panama Canal is trying to sell the canal to an American syndicate.

MADRID, May 24th.
At the Cabinet council to-day the Minister of Finance announced that Spain was willing to join an international bimetallic conference.

NEW YORK, May 24th.
President Cleveland's portrait will illuminate the night during the festivities attending the opening of the Baltic ship canal. It will be shown in pyrotechnics from the yard-arm of the cruiser New York at Kiel and at the same time a fiery portrait of Emperor William will be displayed.

LONDON, May 24th.
Lord Rosebery and the Marquis of Ripon received a deputation from the Associated Chambers of Commerce to-day. Sir Andrew Kaye-Rollit, President of the chambers, explained the objects of the visit and said that it was most desirable that the Government give adequate help and encouragement to the proposed steamship and cable lines via Canada to Australia. He concluded with urging that Great Britain should contribute her share of £75,000 yearly to these schemes.

Lord Rosebery did not reply, but informed the deputation that the Government is considering the matter attentively and hoped soon to announce a decision.

NEW YORK, May 24th.
A. H. Moore, a Philadelphia sporting man, son of Andrew Moore, worth \$10,000,000, and a brother of the proprietor of the Grand House in Philadelphia, was horsewhipped by Mrs. Bertha Leonard on Fifty-second street, near Seventh Avenue, late yesterday afternoon.

This same Mrs. Leonard created a furore last summer while living in a cottage at Mamaroneck, L. I. She had her own horses and carriage, and nobody wore finer costumes or such blazing diamonds. Moore presented the diamonds, valued at \$25,000.

The police force is going to be reformed where it most needs it—at the top. It can be stated positively now that Chief of Police Byrne will soon have to leave the Police Department. If it is within the power of the Board of Police Commissioners to encompass that end, with him, it was determined, must go Inspector Williams, the Board, or at least the preponderating force in the Board, having retired finally into the conviction that a complete reform of the department will be impossible so long as these two men are in it.

The first step was taken to-day, when Inspector Alexander S. Williams, known on account of his brutality as "Clubber," was relieved. The Inspector has some time known that the department would soon be too hot for him, and that Theodore Roosevelt, the President of the fiscal Police Board, was on his trail. He therefore seized the opportunity, before charges were preferred against him, to ask to be retired on half pay—\$1,750 a year.

LONDON, May 25th.
The Times, in its financial article this morning, says the following have signed a memorial to Sir William Harcourt, Chancellor of the Exchequer, against any attempt being made to adopt the silver standard, either alone or concurrently with gold: Brown, Shipley & Co., Denton, Cross & Co., Fennell & Co., Goschen, Hambro & Son, Frederick Hart & Co., Kiehl, Worth & Co., Ralli Bros, Raphael & Sons, Schroder & Co., all the private banks and discount houses and many of the directors of the leading joint stock banks in London.

The Daily News has a dispatch from Naples, which says that the activity of Vesuvius, which coincided in 1846 with the earthquakes in Japan, Turkey and Calabria, is again noticeable.

The thick columns of smoke, fire and lava are issuing from the mouth of the crater, making a splendid spectacle by night. A new cone is forming on the summit, which is already seventy feet high. The seismic instruments are very active.

ST. LOUIS, May 24th.
In a leading editorial to-day under the heading, "Why Not Schofield?" the Post-Dispatch advocates Lieutenant-General Schofield for the Presidency, and says: "Lieutenant-General Schofield, who will retire from the Army next fall, exactly meets the requirements, and he possesses other qualifications. Illinois will name the next President. General Schofield is perhaps the most celebrated living citizen of Illinois. He is the son of a Baptist preacher, and was born and reared on a farm."

The next President must be acceptable to Missouri, as the meeting ground of the West and South. General Schofield has more friends in Missouri, on both sides, than any other Union officer.

NEW YORK, May 24th.
Bob Fitzsimmons did not appear in the Coleman Hoggie to attend the meeting to which he and pugilist Corbett had been summoned by Joseph H. Vendig, representative of the Florida Athletic Club, under whose auspices the Corbett-Fitzsimmons fight was arranged to take place. When Corbett found that Fitzsimmons did not intend to appear and that he had paid the \$5,000 deposit guaranteeing his appearance in the ring, Corbett said:—

"I am here and am willing to fight in any part of the United States. My money is up and I want no bluffing. I am ready to go into training to-morrow. When I engaged in the theatrical business Fitzsimmons was blowing that I would not fight him. Now he has broken his word of agreement, and if he wants to be the world's champion he must fight on, quit the ring. He and I have received \$1,000 each from the club for training expenses."

Referring to Vendig, he said: "I recognize you as a time sport. I want the fight to take place in Dallas, Tex. If we cannot fight in this country, I will name the place."

"Fitzsimmons boasted in Chicago," said Corbett, "that he would pull my nose if I fought did not come off, but denied having used the expression when I asked him about it later. Now I want to go on record as saying that if this fight is called off, I will poke his nose at first sight. In order to be consistent with him, and that he may live up to the articles of the agreement, I will give him until to-morrow to comply with the terms, and will meet him at any place at his own convenience."

Fitzsimmons was first notified of the meeting last Wednesday.

(27 is continued)

THE NEW GERMAN CANAL.

The Canal which for some years past has been in course of construction between the North Sea and the Baltic has now been completed and opened by the Emperor of Germany with great pomp and ceremony. The project has been mooted for many years; but it is only since 1885 that it assumed anything like a material form by the introduction of a Bill into the Reichstag authorizing the works, and providing the means for carrying them out. The expense of the undertaking was estimated at eight millions sterling, of which sum one-third was to be borne by Prussia, and the remainder distributed over the other parts of the Empire. The primary object of the Canal is to render the route to the Baltic from the North Sea safer and shorter by at least two hundred and thirty miles, leaving out of account the periods when gales and ice hamper the voyage round the Skaw. These difficulties, in regard both to distance and cost, render it almost impossible for German shipowners to compete successfully with the freights of coal carried to the Baltic from Scotch and North of England ports. This has for many years been a grievance to the Hamburg merchants, and has increased rather than diminished since vessels of greater burden have displaced the little craft formerly employed in the coasting trade. Even then, the length and perils of the passage round the western point of Jutland so heavily handicapped local commerce that, about a century ago, the Danish Government opened a canal through the peninsula between Kiel on the East and the mouth of the River Elbe on the West Coast of Schleswig-Holstein, of which Duchies it formed the boundary. The Canal, in reality, was constituted for half its length of the deepened bed of the river. Such an inefficient waterway was useless for all ships drawing more than about 100 tons, so that most of the Baltic traffic still continued to go round the Skager Rack and through the Danish Sound. By the new cutting these hindrances will be avoided. It runs for about fifty-three nautical miles from the Elbe estuary to Holtenau, near Kiel, now an important Naval station, the route taking along the Sueden and Gieseler valleys to Wittenbergen, on the Elbe, from which point it follows the course of that stream, via Koenigsberg, diverging from it at Steinrade, and then merging into the transformed Elbe Canal, till it reaches the Baltic. The breadth of the cutting is one hundred and ninety-seven feet at the surface of the water, and eighty-five feet at the bottom, with an average depth of twenty-eight feet, so that it will suffice for the passage of the largest war vessels. Huge locks constructed at either end, and fortifications for guarding it against possible enemy, have already absorbed the best part of half a million. From this fact alone it may be inferred that the North Sea Canal has not been constructed with a single eye to the accommodation of commerce. Indeed, the enterprise might have been indefinitely postponed, had not Kiel, hitherto a quiet University town, become the "Sebastopol of the Baltic." Still, the commercial aspect of the Canal is those which claim attention. German trade in of course, the first which it is intended to benefit. Sietlin, Danzig, Königsberg, and Memel will, no doubt, be the chief gainers, though St. Petersburg cannot fail to be favourably influenced by the increase of shipping brought to it through the Cronstadt Canal. But if the British ports doing most business with the Baltic will experience keener competition than of old, they may also find their interest in using the new route. An average voyage from London to, say, a port midway between Rügen and Wismar, to Sweden, will be shortened by twenty-two hours; from Hull, fifteen; from Hantsport, eight; from Newcastle, six and a-half; and from Leith, three and a-half, the rate of steaming or sailing being taken at eight and a-quarter knots an hour. The only nation which cannot view the North Sea Canal without unpleasant forebodings is Denmark, since much of her coasting trade must be lost through it, unless, indeed, the free port at Copenhagen, which was constructed avowedly in anticipation of this alteration in the course of commerce, neutralises the disadvantages mentioned.

OTHER BIG CANALS.

The Suez canal cost \$125,000,000 and is capitalised at \$200,000,000. In 1893 it paid a net profit of \$5,333,333.33, which was produced by the passage of 3,559 vessels through the canal. Shares to the value of £1,000,000 are quoted at the Paris Bourse at \$58.50. The \$20,000,000 worth of stock held by the British Government is quoted at \$95,000,000 in the open market.

The Nicaragua canal, even if a commercial failure would save an American paper, be of great advantage to the United States, as the controlling ownership of this waterway between the oceans would be worth the \$70,000,000 to which Government credit is expressly limited in the bill now pending before Congress. The ship canal between the Delaware River and Raritan Bay, an important link in the chain of later waterways, which will ultimately, it is hoped, enable the largest ships to pass from Boston to the Gulf of Mexico without being exposed to the fire of a hostile fleet, is under discussion. The second ship canal, known as the Florida ship canal, which is intended to pierce the Isthmus that connects the peninsula with the mainland, is warmly advocated by the Southern press. This canal would only be 30 miles long, and would lessen the distance between New Orleans and Liverpool by 3,000 miles, and would tend to greatly increase the commerce of the Southern States. It would be of great value in the development of the Southern and Western coast lands.

Europe has had three ship canals opened for traffic in the last eighteen months, the Manchester, the Corinth and the Baltic and North Sea canals, and several others are now under discussion. The Elbe-Trade canal will probably be built for use in connection with the Baltic and North Sea canal. The estimated cost is \$5,340,000. Prussia has contributed \$1,875,000 toward it. As nearly seven-eighths of the proposed canal is in Prussian territory, the community is naturally interested in preventing Hamburg from monopolising the trade of the country.

A scheme is now under discussion to enlarge the canal and port of Bremen, so as to make it accessible to vessels of 3,000 tons. The Government has promised 10,000,000 francs and the city 7,000,000 francs. The estimated cost of the canal is only about \$2,700,000. The Merwede canal, between Amsterdam and the Rhine, can hardly rank as a ship canal, as the depth is only to feet 14 inches. One portion of it was completed August 4th, 1893.

In Great Britain two canals have been discovered, and there is every prospect that one of them, the Forth and Clyde Ship Canal, will be constructed; the other, the Wairarapa ship canal in Yorkshire, England, is of purely local interest. The estimated cost of the Forth and Clyde canal is from \$35,000,000 to \$40,000,000, depending on the route adopted. The route has not been definitely decided on as yet. Three thousand vessels used the Manchester Ship Canal in the first year after its opening.

THE INKPORT INCIDENT.

Thus the Hongkong correspondent of the *Stam Free Press* under date 21st June:—
Through a blunder in the interpretation of the Reuter's telegram by the Straits papers it was given out that both Mr Francis and Mr. May had been the recipients of C.M.G.-ships. Such is not the case. The order has been conferred only on Mr. Francis May, the Superintendent of labour of Mr. Francis, Q.C. leader of the Bar, and the other, a silver inkstand, suitably inscribed, was sent to him by our Governor by the direction of the Secretary of State. It need hardly be said that the sturdy lawyer promptly returned the gift with a covering letter which occupied two columns of the *Daily Press*. In it Mr. Francis made out a strong case against the government for the extremely shabby treatment meted out to him. The letter is the essence of terseness and to the point. Its general tenor can be fairly gauged by the following extract:—

"I am not at all ashamed to say that I should have been highly gratified if Her Majesty had thought fit to honour me as my friend and colleague, Mr. May, has been so deservedly honoured; but the gift of a silver inkstand from the Government of Hongkong is, in your Excellency will pardon the expression, so ludicrously inadequate to the services rendered, even to the mere time expended by me in working on the Permanent Committee, that I can only come to one conclusion, and that is, that the Marquis of Ripon has, in some strange fashion, been left under the impression that I was simply Secretary to the Permanent Committee, and not from force of circumstances and because of the necessary division of labour between us, his brain and motive power. This is not said in any way in derogation of the ability or skill of my colleague; who deserved the very highest praise and commendation, but they themselves constituted me their leader, accepted my leadership, and would be the very first to admit and proclaim that in our five months' campaign against the plague I was the General in command. It is usual in England, or at least it always has been to award the honours of the campaign to the leader, however distinguished may have been the services of his colleagues."

The community are at one in sympathising with Mr. Francis. To ask him to accept a paltry inkstand while conferring a C. M. G. ship upon his colleague on the Permanent Committee, Mr. F. H. May, is construed by the local organs of public opinion as a marked and intentional insult. The explanation offered so far have been that in Crown Colonies the government has always been chary of conferring honours outside the charmed circle of officialdom, however great be the services rendered; and that Mr. Francis was the guiding spirit of all opposition to the powers that be. There is no doubt that Mr. Francis has been at times unnecessarily warm in his denunciation of governmental measures, but regret is expressed all round that such a narrow-minded consideration should have had any weight in the recognition of his services as those rendered by Mr. Francis in a public cause to the detriment of his extensive practice.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Canadian (Empress of India) 25th inst.
Australian (Manamuir) 25th inst.
American (China) 26th inst.
Australian (Chingta) 27th inst.
English (Rosetta) 30th inst.
Tacoma (Victoria) 5th prox.
American (Bright) 16th prox.

The Canadian Pacific Railway Co.'s steamship *Empress of China* left Yokohama for Vancouver this afternoon.

The China Navigation Co.'s steamship *Chingta*, from Australia, left Port Darwin for this port on the 18th inst, and is due here on or about the 27th.

The D. D. R. steamship *Herkira* is due here on or about the 27th inst, from Singapore. She will call here en route to Yokohama.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.
Adelaide.....steamer from Dagepan.
Downington....." " Canton.
Aly....." " Hobson.
Aly....." " Manila.
Maldiva....." " Canton.
City of Peking....." " Nagasaki.
Aggregating 7,976 tons register.

DEPARTURES.

Footang.....steamer for Canton.
Ceylon....." " Shanghai.
Queen Victoria....." " Nagasaki.
Yarrow....." " Kobe.
Moldavia....." " Yokohama Bay.
Lulu.....(gunboat) " " Saigon.
Aggregating 10,266 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.
Reina Cristina (cruiser) in Kowloon Dock.
Pakistan....." " "
P. C. G. Kiao....." " "
Triloka....." " "

The French gunboat *Lutia* left here this morning at 4 p.m. for the south.

The Hamburg-Calcutta line of steamers did somewhat better business in 1894 than in 1893. The gross profit amounted to £1,174,570 (m. 1,174,570) in 1893, and after payment of all costs there remained a balance of about £63,000. The board of directors consider that amount not sufficient for writing off the fleet, and therefore they propose to apply £250,000 for that purpose, thus increasing the deficit from £1,594,475 to £1,844,475. Two of the five steamers of the fleet are to be sold, realising about £240,000, and for that amount in addition to £1,600,000 remaining unutilised from the previous year, the company will be in a position to build. The Board hopes thus to make the company again remunerative.

The Steamship Company of England, with headquarters in Hamburg, concerning the annual report recently issued, in 1894 did a most favourable business in coasting trade on the coast of China than in 1893. The profit on freights amounted to m. 124,591 against m. 91,158 in 1893, and after deducting all expenses a net profit remained of m. 137,265 (against m. 74,318 in 1893), out of which m. 80,000 is applied for writing-off purposes (m. 10,000 in the previous year), while the shareholders are to receive m. 54,000 as a dividend of 48 per cent. (no dividend was distributed for 1893). The steamers of the company represent a value of m. 1,455,000 (m. 1,115,000 in 1893). The paid-up share capital has been reduced from m. 1,500,000, by repurchase of 500 shares; to m. 1,200,000, and the remaining profit of m. 80,000 has been made use of to increase the reserve funds.

Masonic.

VICTORIA LODGE
OF HONGKONG, No. 1020.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, TO-MORROW, the 22nd instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited. Hongkong, 18th June, 1895. (805)

Intimations.

MR. CHADWICK KEW.
(LATE OF POATE & NOBLE.)

HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUFF & Co.
Teeth filled permanently, from \$1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.

PLATES A SPECIALITY.

Hongkong, 7th June, 1895. (754)

TO SHIPMASTERS.

STEAM WATER-BOAT COMPANY.
THE Underigned are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILERS.

The only Company in Hongkong exclusively supplying FILTERED WATER.
Despatch Guaranteed. Call Flag "W."
J. W. KEW & Co.,
18, Praya Central.
Hongkong, 17th November, 1894. (787)

DENTISTRY.

FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

M. R. WONG TAI-FONG
Surgeon-Dentist.
(Formerly official Apprentice, and latterly assistant to Dr. ROBERTS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).

CONSULTATION FREE
Hongkong, 27th July, 1891. (714)

For Sale.

NOTICE.

THE Underigned has been Appointed SOLE AGENT for WOOD & CO.'s well known COW BRAND OF FINEST AUSTRALIAN TABLE BUTTER, in 1lb. Tins. Fresh Stocks always on hand. Special Terms to the Trade.

GEORGE P. LAMBERT,
Dundell Street.
Hongkong, 20th April, 1895. (506)

THE FREDERICKSBURG BREWERY Co.'s LIGHT PALE ALE.

Unsurpassed in quality and highly recommended by persons of refined taste.

Makes a delicious and comforting drink during Summer Months.

H. E. BOTTLEWALLA,
SOLE AGENT,
No. 9, D'Almeida Street.
Hongkong, 5th March, 1895. (167)



CALDBECK, MACGREGOR & Co.

WINE AND SPIRIT MERCHANTS.
HONGKONG, SHANGHAI, LONDON AND GLASGOW.

12, Queen's Road, Hongkong, 28th August, 1895. (125)

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Underigned.

MITSUI BUSSAN KAISHA,
5, Queen's Road Central.
Hongkong, 28th November, 1894. (128)

To be Let.

DWELLING HOUSES—
"HIGHLANDER," Roomed Bungalow, HOUSE in RIFON TERRACE, ONE FLOOR in BURN BURN.

OFFICES—
FIRST FLOOR, No. 7, PRAYA CENTRAL, at present occupied by Messrs. HOLLAND, WINE & Co.
Apply to
THE HONGKONG LAND INVESTMENT AGENCY Co., Ltd.,
Hawthorne, 17th June, 1895. (7)

TO LET.
THE right roomed HOUSE, No. 27, CAINE ROAD, occupation from FIRST SEPTEMBER next.

NO. 9, BEYMOUR TERRACE, Apply to
DAVID SASSOON, SOHS & Co.,
Hongkong, 18th June, 1895. (749)

Intimations.

SYRUPS FROM SOUND RIPE FRUIT.

MULBERRY. LEMON. RASPBERRY.
STRAWBERRY. PEACH. BLACKBERRY.
GOOSEBERRY. BANANA. PINEAPPLE.
LIME FRUIT JUICE. LIME TABLETS. LIME FRUIT CORDIAL.
EVERTON TOFFEE. LEMON TABLETS.

CHAMPAGNE BITTERS AND BOVRIL.

WATKINS & CO.

51] APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

Hotels.

FUJIYA HOTEL,
MIYANOSHITA,
HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI,
Proprietor.

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG,
(On Shau-Mu-wan Road.)

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-Mu-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS.

Have been added, and a LAUNCH runs from the NEW FEDDER'S WHARF to BAY VIEW every half-hour after 3 p.m. daily.

Private Dinners or Tiffin prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 13th August, 1894. (723)

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES.
(FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day.....\$ 4.00
One person, per month.....\$75 in 90.00
Married couple (occupying one room) per month.....7.00
Married couple (occupying one room) per month.....15.00
Married couple (occupying two rooms) per month.....17.00
For further particulars, apply to
THE MANAGER,
New Victoria Hotel.
Hongkong, 16th March, 1895. (126)

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

F. BOHM,
Proprietor & Manager.
Hongkong, 3rd April, 1895. (430)

THOMAS' GRILL ROOMS,
No. 2, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1st FLOOR recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS, with all conveniences attached. I am also now prepared to serve

DINNERS, TIPPINGS AND SUPPERS to Parties when Ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.
Hongkong, 30th April, 1895. (545)

A Natural Food.

Conditions of the system arise when ordinary foods cease to build flesh—there is urgent need of arresting waste—assistance must come quickly from natural food source.

Scott's Emulsion

is a condensation of the life of all foods—it is cod-liver oil reinforced, made easy of digestion, and almost as palatable as milk.

Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.
Hongkong, 9th March, 1894.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

LIST of Subscribers to the HONGKONG TELEPHONE EXCHANGE.

- 40—Anderson, Capt. G. C., East Point.
- 41—Anderson, Capt. G. C., Praya Central.
- 42—Arnhold, Karberg & Co.
- 43—Blackhead & Co., Office.
- 44—Blackhead, F., Residence.
- 45—Bradley & Co.
- 46—Butterfield & Swire, Peak Residence.
- 47—Butterfield & Swire, Re finery, Quarry Bay.
- 48—Butterfield & Swire, Shipping Office.
- 49—Butterfield & Swire, Sugar Office.
- 50—Caldbeck, Macgregor & Co.
- 51—Canadian Pacific Railway Co.
- 52—Carmichael & Co.
- 53—Chan Sui & Co.
- 54—China Mail Office.
- 55—China Sugar Refinery, East Point.
- 56—China Sugar Refinery, Town Office.
- 57—Club, Hongkong.
- 58—Club, Peak.
- 59—Comptroller, D. Laprak & Co., Office.
- 60—do, do, Residence.
- 61—Comins, J. B.
- 62—Daily Press Office.
- 63—Daly Farm, Office.
- 64—Daly Farm, Pok-fo-lum.
- 65—David, A. T., Residence.
- 66—David & Co.
- 67—Duck, Aberdeen.
- 68—Duck, Peak.
- 69—Dr. Atkinson, Residence.
- 70—Dy Bell, Residence.
- 71—E. I. Hartigan, Canille & Steadman.
- 72—Dr. Jordan, Office.
- 73—Dr. Jordan, Residence.
- 74—Dr. Steadman, Residence.
- 75—E. J. M. J. Canille & Co.
- 76—Deugling, Laprak & Co.
- 77—Fletcher & Co.
- 78—Fletcher & Co.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANTE.
BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

<i>Prins Heinrich</i> ...	Monday ...	24th June.
---------------------------	------------	------------

<i>Bayern</i>	Monday ...	12nd July.
<i>Prussia</i>	Monday ...	10th Aug.
<i>Sachsen</i>	Monday ...	16th Sep.
<i>Frank</i>	Monday ...	14th Oct.
<i>Gisa Heinrich</i> ...	Monday ...	11th Nov.
<i>Preussen</i>	Monday ...	9th Dec.
<i>Sachsen</i>	Monday ...	6th Jan.
<i>Gisa</i>	Monday ...	3d Feb.

ON MONDAY, the 24th of June, 1895, at 4 P.M. the Company's Steamship "PRINZ HEINRICH," Captain Engelhart, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted **11 NOON** ON SATURDAY the 22nd June. Cargo and Speds will be received on board until **NOON** ON MONDAY the 24th June and Parcels will be received at the Agency's Office until **11 NOON** ON SUNDAY, the 23rd July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

For further Particulars, apply to.
MELCHERS & Co.,
 Agents.
 Hongkong, 8th June, 1895. [718]

NORTHERN PACIFIC

ND
ING

STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG to LONDON \$400:
Excellent accommodation. First-class Table.
DOCTOR and STEWARDES carried.

HONGKONG to NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$325.¹¹

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)				
<i>Byandala</i>	3,847	Tuesday ...	June 25	
<i>Vicksburg</i>	3,167	Tuesday ...	July 16	
<i>Tacoma</i>	2,540	Tuesday ...	Aug. 6	
<i>Hankow</i>	3,594	Tuesday ...	Aug. 27	
<i>S.S.</i>		Tuesday ...	Sept. 17	
<i>Victoria</i>	3,167	Tuesday ...	Oct. 8	
<i>Tacoma</i>	2,540	Tuesday ...	Oct. 29	
<i>Hankow</i>	3,594	Tuesday ...	Nov. 19	

*No Passengers carried by this sailing.

THE Steamship

"EVANDALE,"

Captain Boyer, sailing at Noon, on TUESDAY the 6th June, will proceed to VICTORIA, B.C. and (YACOMA, via SHANGHAI, INLIAN, SEA, KOBE and YOKOHAMA

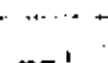
Through Bills of Lading issued to Japan, Pacific Coast, Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *no copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific*

Parcel must be sent to our Office (with address enclosed in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage & Freight, apply to

DODWELL, CARLILL & Co.,
General Agents,
Hongkong, 5th June, 1891.

**KANAKA**

OF JAPAN
(REGISTERED)
RIGAUD and Co
PARIS

Bananga Water - the most delightful
fully refreshing
Tobler Water. It renders the skin firm, relieves
mosquito bites and imparts a delicate fra-

gance and feeling of comfort and freshness.

New Sensations in Perfumery

RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATTI EXTRACT
RIGAUD'S IXORA D'AFRIQUE EXTRACT
RIGAUD'S LILY OF THE VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE OF CHINA EXTRACT

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DUNCAN at No. 4, Pall Mall, to the c
of Victoria, Hongkong.